

Coast Guard, DHS

§ 166.500

at the 3-mile limit, all between lines joining the following points:

Latitude	Longitude
34°06'30" N	119°15'00" W
34°07'37" N	119°14'25" W
34°08'49" N	119°13'21" W

thence generally along the 30-foot-depth curve to the seaward end of the west entrance jetty; seaward end of the east entrance jetty, thence generally along the 30-foot-depth curve to:

Latitude	Longitude
34°08'21" N	119°12'15" W
34°07'10" N	119°13'20" W
34°05'48" N	119°13'23" W

(2) [Reserved]

[CGD 82-101, 48 FR 49019, Oct. 24, 1983]

§ 166.400 Areas along the coast of Alaska.

(a) *Purpose.* Fairways, as described in this section, are established to control the erection of structures therein to provide safe vessel routes along the coast of Alaska.

(b) *Designated Areas*—(1) *Prince William Sound Safety Fairway.* (i) *Hinchinbrook Entrance Safety Fairway.* The area enclosed by rhumb lines joining points at:

Latitude	Longitude
59°59'00" N	145°27'24" W
60°13'18" N	146°38'06" W
60°11'24" N	146°47'00" W
59°55'00" N	145°42'00" W

(ii) *Gulf to Hinchinbrook Safety Fairway* (recommended for inbound vessel traffic). The area enclosed by rhumb lines joining points at:

Latitude	Longitude
59°15'42" N	144°02'07" W
59°59'00" N	145°27'24" W
59°58'00" N	145°32'12" W
59°14'18" N	144°04'53" W

(iii) *Hinchinbrook to Gulf Safety Fairway* (recommended for outbound vessel traffic). The area enclosed by rhumb lines joining points at:

Latitude	Longitude
59°15'41" N	144°23'35" W
59°56'00" N	145°37'39" W
59°55'00" N	145°42'00" W
59°14'19" N	144°26'25" W

(2) *Unimak Pass Safety Fairway.* (i) *East/West Safety Fairway.* The area enclosed by rhumb lines joining points at:

Latitude	Longitude
54°25'58" N	165°42'24" W
54°22'50" N	165°06'54" W
54°22'10" N	164°59'29" W
54°07'58" N	162°19'25" W
54°04'02" N	162°20'35" W
54°22'02" N	165°43'36" W

(ii) *North/South Safety Fairway.* The area enclosed by rhumb lines joining points at:

Latitude	Longitude
54°42'28" N	165°16'19" W
54°43'32" N	165°09'41" W
54°22'50" N	165°06'54" W
54°22'10" N	164°59'29" W

[CGD 81-103, 51 FR 43349, Dec. 2, 1986]

§ 166.500 Areas along the Atlantic Coast.

(a) *Purpose.* Fairways, as described in this section are established to control the erection of structures therein to provide safe vessel routes along the Atlantic Coast.

(b) *Designated Areas*—(1) *Off New York Shipping Safety Fairway.* (i) Ambrose to Nantucket Safety Fairway. The area enclosed by rhumb lines, [North American Datum of 1927 (NAD-27)] joining points at:

Latitude	Longitude
40°32'20" N	73°04'57" W
40°30'58" N	72°58'25" W
40°34'07" N	70°19'23" W
40°35'37" N	70°14'09" W
40°30'37" N	70°14'00" W
40°32'07" N	70°19'19" W
40°28'58" N	72°58'25" W
40°27'20" N	73°04'57" W

(ii) *Nantucket to Ambrose Safety Fairway.* The area enclosed by rhumb lines, NAD-27, joining point at:

Latitude	Longitude
28°54'33" N	89°26'07" W
40°24'20" N	73°04'58" W
40°22'58" N	72°58'26" W
40°26'07" N	70°19'09" W
40°27'37" N	70°13'46" W
40°22'37" N	70°13'36" W
40°24'07" N	70°19'05" W
40°20'58" N	72°58'26" W
40°19'20" N	73°04'58" W

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[CGD 84-004, 52 FR 33589, Sept. 4, 1987; 52 FR 36248, Sept. 28, 1987]

PART 167—OFFSHORE TRAFFIC SEPARATION SCHEMES

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AUTHORITY: 33 U.S.C. 1223; 49 CFR 1.46.

SOURCE: CGD 81-080, 48 FR 36456, Aug. 11, 1983, unless otherwise noted.

Subpart A—General

§ 167.1 Purpose.

The purpose of the regulations in this part is to establish and designate traffic separation schemes and precautionary areas to provide access routes for vessels proceeding to and from U.S. ports.

§ 167.3 Geographic coordinates.

Geographic coordinates are defined using North American 1927 Datum (NAD 27) unless indicated otherwise.

[CGD 90-039, 59 FR 21937, Apr. 28, 1994]

§ 167.5 Definitions.

(a) *Area to be avoided* means a routing measure comprising an area within defined limits in which either navigation is particularly hazardous or it is exceptionally important to avoid casualties and which should be avoided by all ships or certain classes of ships.

(b) *Traffic separation scheme* (TSS) means a designated routing measure which is aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes.